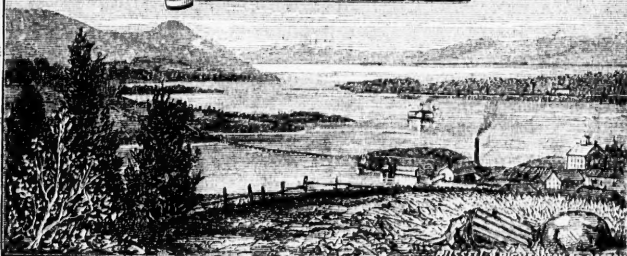


Can. South Eastern Railway Co.

GRAND
EXCURSION
1877
TOURS



LAKE MEMPHREMAGOG
FROM PROSPECT HILL, NEWPORT, VT.

VIA THE **MONTREAL AND BOSTON**
AIR LINE.
AND
SOUTH EASTERN RAILWAY.

MONTREAL OFFICE,
OLD POST OFFICE BUILDING,
132 ST. JAMES STREET 132
COR. ST. FRANCOIS XAVIER ST.
GUSTAVE LEVE, Agent.

DON'T TRAVEL WITHOUT AN INSURANCE TICKET IN THE ACCIDENT

INSURANCE COMPANY OF CANADA,

\$1,000 *if Killed.* **FOR** **\$5 a week**
{ 10 CENTS A DAY. } *if injured.*

REGISTERED TRAVELLING TICKETS

ALSO FOR SALE AT FOLLOWING RATES.

Covering \$4,000 if killed, and \$20 a week if injured:

1 day.....	25 cents	5 days.....	\$1.20
2 days.....	50 cents	6 days.....	1.40
3 days.....	75 cents	7 days.....	1.60
4 days.....	\$1.00	14 days.....	2.50

Tickets for sale, and Policies also obtainable at the General Ticket Office,

OLD POST OFFICE BUILDING,

Corner St. James and St. Francois Xavier Streets,

MONTREAL.

GUSTAVE LEVE,
SPECIAL AGENT.

EDWARD RAWLINGS,
MANAGER.

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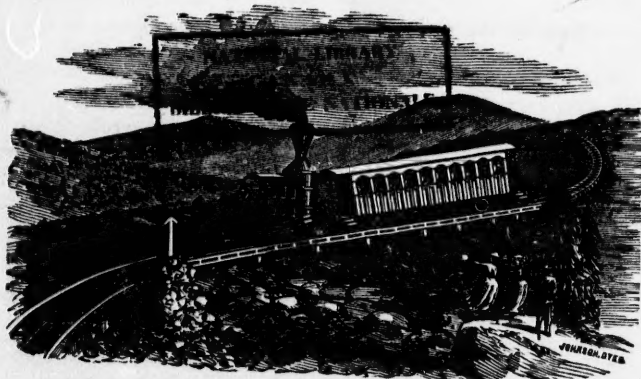
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SUMMER TOURS
VIA
South Eastern Railway
QUEBEC AND GULF PORTS,
AND
SAGUENAY LINE OF STEAMERS
EMBRACING



MOUNT WASHINGTON RAILWAY.

ROUTES

TO LAKE MEMPHREMAGOG,

White and Franconia Mountains,

LAKE CHAMPLAIN AND LAKE GEORGE,

SARATOGA, PORTLAND, BOSTON, NEW YORK.

— ALSO, —

Saguenay River, Gulf of St. Lawrence, Prince
Edward Island, St. John, N.B., Halifax, N.S.

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PRINTED AT THE "GAZETTE" PRINTING HOUSE, MONTREAL.

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DESCRIPTION OF SCENERY EN ROUTE, &c.

OUR CANADIAN WINTERS,

With their wealth of gaiety and enjoyment, are very highly appreciated, and sports, out-door and in-door, chase dull care from the mind of the citizen and visitor to our country. But the return of spring is always hailed with delight, and the interval of disagreeable weather is borne with patience in view of the bloom of verdure green that shortly follows. We enjoy our public squares and gardens, as they put on the bright green of freshly-tinted and budding leaves,—the flowers, lilacs and orchard blossoms emitting a delightful fragrance ; and none, save those who have watched the slow growth of Southern latitudes, can appreciate the giant strides of the vegetable kingdom to maturity in Northern climates. As a well-known author remarks of it: "One can almost see the trees grow, so swiftly does the leaf follow the bud, and the blossom appear afterwards." But delightful as is the appearance in the city, one must see the country to realize fully the wonders of nature.

HUMANITY REPRESENTS A VARIETY OF TASTES,

And although we all love Nature unadorned, and delight in adoring the handiwork of the Most High, opinions differ as to how we shall enjoy it. Everyone has a choice to make in this respect. The merchant prince, professional man or banker, may take his family to some quiet spot, near a beautiful river, winding perhaps dreamily through his grounds, with the meadows affording pasturage for his well-kept stock, and a patch of timber to bring

up the back-ground of the landscape ; or, perhaps, he will seek the banks of the St. Lawrence, that far-famed Saguenay, and the wilds of Romance to be found in the Saguenay. Again, he may seek the quiet of the bay, well studded with islands and teeming with fish, just waiting to be coaxed into the basket on shore. Then there are the mountains, with the trout streams, in which the pleasure is divided between chasing the speckled kings of the finny tribe. Others, not so fortunate as to afford all these luxuries, takes a house of moderate dimensions in some of our villages, always near the bank of some river, if possible ; and the family enjoys the boating, fishing, bathing, and hundreds of healthful means of enjoying life.

DIVERSE AS OPINIONS MAY BE

As to the best method of enjoying Nature, all will tell you that the purest enjoyment is to be found under the pure air of Heaven, and away from the smoke and dust of the city, the cares of business life and the anxieties of political and competitive strife in all their branches. And while it is admitted that change of scene and method of living is necessary to health, the question comes up where to go, and how to travel ; what to do, and how to do it comfortably and with advantage. Many combine business with pleasure, and visit the large cities on the continent by easy railroad stages, enjoying the scenery *en route* ; others take the boat at every opportunity. Fortunately for the pleasure-seeking tourist, the time has gone by when he required a good deal of time to consider where to go and how to get there. Competition for his patronage has compelled the railroad and steamboat company to make the arrangements for him which ten years ago cost so much

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CANADA AND NEW ENGLAND SCENERY.

Here we will give an idea of one way in which to enjoy Nature in her most pleasant haunts. As is well known to tourists, a portion of Canada and New England, with her numerous and picturesquely situated villages, her mountains, rivers and lakes, is a modern Eden in point of magnificence. The scenery stands unrivalled for bold and impressive grandeur. The far-famed White Mountains, and the coolness of the atmosphere in her quiet villages, requires little comment. But how to reach the various spots is the question. We want to see all points of interest, take in at a glance the points of beauty in the scenery, and then a peep into Boston Theatres; a run up the sound to New York on the palace steamers "Bristol" and "Providence"; a visit to her parks and places of amusement, and return home ready for the year's business.

THE SOUTH EASTERN RAILWAY

Opens up a new and perhaps the most enjoyable method of reaching the desired end of the tourist, so far as enjoyment of beautiful scenery is concerned. The business of the railway is to carry the tourist comfortably and safely over its road; and this it does to perfection. The tourist can alight at whatever point his fancy leads him to fancy the most attractive; and in selecting the spot comes his chief difficulty. Leaving Montreal, his first experience of any note is

found on Victoria Bridge, that stupendous triumph of engineering skill, reckoned among the wonders of the age. One has no idea of the immensity of this structure unless he travels through it. After ten minutes travelling over this bridge, the train, having emerged from the entrance on the south bank of the river, shows the beautiful city in all her glory. The harbor, city and environs of Montreal are indeed, from this point, a panoramic view nowhere else to be witnessed. From this point to St. Johns, the run of an hour or less is through a quiet country, where farming is pushed with much vigor. The landscape is even, and patches of timber show the mark of the woodsman at every mile. Reaching St. Johns, commences the line of the South Eastern Railway; and crossing the beautiful Richelieu, that connects Lake Champlain with the St. Lawrence, we enter a country whose scenery is unrivalled for beauty and romance. The tourist glides along through a perfect bewilderment of forms and landscapes, beyond the power of mortal to paint or describe. We here reach in succession the romantic villages of West Farnham, Brigham, Cowansville, Sweetsburg, West Brome, Abercorn, Richford, and Mansonville, where are destined to reside, in the near future, many of our prominent citizens. The time is not far distant when Montreal will have outgrown her facilities for furnishing private residences to her leading citizens. Already, a residence of two or three miles from the business part of the city is rendered compulsory, and this means a delay of an hour in reaching places of business. The facilities which the South Eastern Railway's arrangements are to afford, in connection with the Montreal, Portland and Boston Railway (St. Lambert's to West Farnham), will, when complete (about Aug. 1st), set the merchant or business man down in Montreal in an hour or a little more from

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either of the points named. Nothing can exceed the comfort to be enjoyed by a residence in these quiet villages. Already the citizen of Boston has solved the problem of economical living by residence forty or fifty miles out of town, and railway tickets commuted to suit the travelling public. This is what the South Eastern Railroad intends offering, and in a few years they will doubtless be largely called upon. Passing these lovely villages we reach Newport, the principal point on the world-renowned

LAKE MEMPHREMAGOG.

Here the whole panorama of the lake is at our feet. To those who wish to enjoy recreation for a day or two an opportunity is afforded of residing at a really first-class hotel, "The Memphremagog House," while those who wish to pass on to Boston or elsewhere are agreeably surprised by the announcement, "Twenty-five minutes for refreshments." And refreshments is no misnomer for the table fare provided at the Memphremagog House. No hotel on the continent is better furnished than is this hotel. Messrs. Buck & Robinson are proprietors. The house is situated on the lake within a stone-throw of the railroad station and steamboat landing, and the table is as generously supplied with all that the market affords as any city hotel—a circumstance not always noticeable in hotels and summer houses. The genial hospitality of mine hosts is as welcome as the cool breeze and delightful air of the lake, and leaves no stone unturned that will conduce to the welfare of their guests.

Commodious, overlooking the lake scenery, a view of which is obtainable from the verandahs with which it is surrounded, the Memphremagog House can accommo-

date four hundred guests, and is far-famed as a resort of the pleasure-loving tourist. The proprietors of the Memphremagog House, to make a short or long stay to the recreation or pleasure-seeking agreeable, have engaged for the season one of the best Boston orchestras, and while the fatigued traveller is enjoying his tasty and excellent meal, he will be pleasantly surprised by the sweet strains of operatic music.

A stay of a day or two at this spot gives the tourist an opportunity of exploring the lake and mountain scenery, and seated on the large, Clyde-built steamer "Lady of the Lake," one has a splendid view of the various points of interest. These are as numerous as their beauty is varied, and as the boat passes from point to point the sensations of the traveller are delightful in the extreme.

Lake Memphremagog is itself a chain of crystal, extending for thirty miles in length, and averages about two miles in width. Deep, clear, and always calm and serene, the waters of the lake, which for ten miles keep company with the line of the South Eastern Railway. They are well stocked with fish of different kinds, lake trout being the principal species for which the lake is famed. While the train stops, as it often does, at stations on the very brink of the rock-bound water, the passengers can from the windows of the train observe the waters in some parts literally teeming with finny denizens, pike chasing their victims, perch in schools, and the lake trout and pickerel can be seen at a distance of twenty yards, so clear is the water of Memphremagog—"beautiful water," as it is so appropriately named. On the shores of the lake many of Montreal's prominent citizens have erected summer cottages, and the heated term of the city is escaped by a sojourn

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here, where there is always a delightful breeze and clear air of great purity. Balance Rock, Skinner's Cave, Owl's Head, Mount Orford, &c., are among the points on which the residents of the Memphremagog region love to dilate, and well they may. Each has its legendary lore, and all are curiosities of nature nowhere else to be witnessed, so peculiar are they in their construction. The Golden Rule Lodge of Freemasons of Stanstead immortalize Owl's Head Rock by holding their meetings annually in one of the recesses or caves, while the summit of the rock towers 3000 feet above the lake; and in one part is a bold face extending for more than four hundred feet, sheer rock, on which not even a shrub finds subsistence, and where eagles are the only living things to be seen. This phenomena extends until it touches the waters of the lake, and can be seen. From Newport, Georgeville and Magog are reached by the "Lady of the Lake" after a delightful sail.

CONTINUING ON THE PASSUMPSIC ROAD

the delightful scenery of Crystal Lake is reached, while the mountains and valleys in the vicinity of St. Johnsbury, Vt., afford the traveller views that no stereoscope can equal, the speed of the railroad train constantly varying the scene. St. Johnsbury is renowned for the picturesqueness of its situation on a valley surrounded by hills, Alpine in their beauty; for the neatness of its houses and their surrounding grounds; for Fairbanks' scale manufactory. Leaving this point the train continues along the wild Passumpsic River, the waters of which in jumping over Boulders and Cascades appear as though they were trying to keep speed with the train until Wells River is reached. Here is a Junction of the Passumpsic Railroad. The Main Line continues South

on the right bank of the beautiful Connecticut River, going to Springfield, Hartford, New Haven and New York, while the route to the

WHITE MOUNTAINS, PORTLAND AND BOSTON,

crosses the Connecticut River on a substantial Bridge. And here comes the most remarkable part of the line, and that which more nearly concerns Montreal tourists. Every year large parties of our Canadian citizens, principally from Montreal, pass on to the sea shore to spend the summer ; and those who go in the direction of Portland will be glad to learn that by taking their tickets over the South Eastern Road they can travel not only more comfortably, but over a road that is shorter than any other line. Besides, they get the benefit of the trip through the White Mountain region, where they can at pleasure lay over at the various stations if necessary. And the practical tourist will be delighted to know that he can do this at as cheap a rate as by any other route in existence. At Woodville, opposite Wells River, we turn off to go to Portland, and pass through the celebrated White Mountain Notch, which affords tourists from Montreal to the Atlantic seaboard not only the shortest route, but the facility of viewing the peculiarities of White Mountain scenery. There is nothing to equal this in grandeur on the continent, and travellers who have been through the Sierra Nevada, and who have been struck with wonder at many of the Rocky Mountain views, admit that they afterwards gazed in awe at the stern magnificence of the scenery which the connecting line of the South Eastern possesses.

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WHITE MOUNTAIN SCENERY

so near our city, and the facilities for reaching it afforded by the South Eastern Railway, that the wonders which tourists travel thousands of miles to explore are not more widely known and appreciated in our city. It surely must be that because they are a short distance beyond the border, fancy places them further from us. This will not always be, however, and this route is destined to be a popular one ere long. Access is had to the highest peak of the mountains by a railway, the peculiar construction of which will be noticed when the reader learns that it ascends the mountain at a grade of some two thousand feet to the mile, almost perpendicular, and affording a view unexcelled. The Switzerland of America is a term applied to this section of the White Mountain scenery, and when one goes through this region, gets a glimpse of Mount Washington and the lesser giant peaks of this White Mountain range, he feels an almost uncontrollable desire to stop and examine the scenery. This may be done at Fabyans, where is situated the largest Hotel in the Mountains, the Fabyan House, Messrs. Lindsay & French, Proprietors, by taking the Mount Washington Railway at this point. Continuing to Portland, after passing Crawford House, we soon enter the famous White Mountain Notch, and after an hour and a half of the most interesting Railroad ride to be had on this continent, and leaving the sublime and awe inspiring scenery of the Notch behind us, we soon arrive at North Conway, situated on foot of Mount Kisargee and renowned for its beautiful Elm trees and as being the most picturesque village in the State of New Hampshire, here is the well known Kisargee

House, one of the best kept summer hotels in America, and from this Hotel a line of Concord coaches form daily communication with the Glen House, located on the East side of Mount Washington. From North Conway, Portland is reached after a delightful journey of about two hours, during which the travelers' attention is continuously tried in observing the ever charming pictures of New England scenes. Those desirous of going to the various Atlantic Sea Bathing resorts, will take the cars of the Boston & Maine Railroads at Junction outside of Portland.

THE FRANCONIA MOUNTAINS

in the midst of which the elegant Profile House is located, which enjoys a world wide reputation, is reached after a most enjoyable Stage ride of about two hours from Littleton, a little city of most romantic location and thrifty enterprise, situated on the Railroad about 20 miles this side of Fabyans. The Franconia Mountains include the natural curiosities, Old Man Mountain (or Profile), Echo Lake, Prophile Lake, and the Flume.

THE AIR LINE ROUTE TO BOSTON

Continues from Woodsville, N.H., along the mountain scenery which occurs very opportunely, and is sandwiched between the waters of Lake Memphremagog and Lake Winnepesaukee; along the latter, of which the Montreal & Boston Air Line skirts for thirty miles, at times so near the brink that one can see far down into the clear waters, or mark the reflection of the overhanging banks, where forests of foliage are formed by the cool breezes. The Pemigewassett House is situated at Plymouth, N.H., on the line of this road. The Air Line Day Express from Montreal to Boston stops here

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for supper. Limited space does not permit us to commend on the merits of this beautifully situated and well kept Hotel, but to the Tourist we commend a longer or shorter stay at this romantic spot from whence a daily Line of comfortable Stages take the Tourist during a four hours no where to be excelled ride through the Pemigewasset Valley to the Profile House previously mentioned. The country between this lake and Boston is delightfully watered and remarkable for the quietness of the scenery, the green meadows, with the streams running along evenly, enclosing here and there a beautiful island, or rippling into romantic stretches of rapids, followed by an angry, tumbling cataract, as is the case in the Merrimac and other rivers. The picturesque is to be found everywhere as we run on to Boston and New York, and the nearer we come to the States represented by these cities, the more frequent does Nature find her claims assisted by artistic work of human hands. Nothing can exceed in beauty and neatness of appearance the thriving villages of Massachusetts and New Hampshire, and one after another of them is passed nestling in delightful valleys, with the streams of water utilized in mill work, &c. In rapid succession we pass the large manufacturing cities of Manchester, Nashua and Lowell, and almost suddenly the train comes to a stand still in the elegant Depot of the Boston, Lowell & Nashua Railroad in Boston, the terminus of the M. & B. Air Line.

TO NEW YORK

The bustling business man keeps on the line of railway. Those who travel thitherward, combining business with pleasure, or making pleasure their only business, cannot afford to lose the visit to Boston *en route*. Here are all that is artistic, historical, and inviting, and spending

a day or two, the finest hotels in America help the traveller to enjoy the visit. No one thinks of reaching New York in any other way than by a trip through the sound on the world-renowned wonders of coast and river navigation, those floating palaces, as they have been appropriately named, the "Bristol" and "Providence." The beauty of these boats have been the theme of universal admiration for years in the Old and New World, and one could very easily spend his time in examining their design during the whole voyage without satisfying his curiosity. But the music of the splendid orchestra on board, the beauty of the moonlight scenery, the fairy-like scene on board, where hundreds meet from all parts of the world, give little time for the study. Everything on board is magnificent, and one wakes as if from a fairy dream on arriving in New York. The "Bristol" and "Providence" leave Fall River at 7 o'clock each evening, touching at Newport, and arrives in New York early in the morning. The attractions of the gay Metropolis are too well known to require description.

SAGUENAY RIVER AND GULF OF ST. LAWRENCE.

But there are other departments of enjoyment and just as diverse as can be imagined in comparison with Boston, New York and the Hudson. The far-famed waters of the Saguenay, Murray Bay, and the delights to be experienced of a sojourn in a voyage through regions where Nature reigns supreme in her magnificent grandeur, afford attractions to the seeker after healthful air. The sportsman finds in the wilds of the Saguenay region all that he desires. Gunning and fishing are here all along the line of the river. Salmon of all sizes are daily taken from their native element, sometimes of

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enormous size, and to the crack shot, the game affords good sport. During the year camps are established at different points along the line of route, and sailing and rowing boats signal the tourists as they pass on to Murray Bay, Ha! Ha! Bay and Chicoutimi. The Saguenay line of steamers leave Quebec, and the Richelieu line of steamers connect with them at that point, leaving Montreal every evening, except Sunday, at 7 p.m., and arriving in Quebec at 6 a.m. The Saguenay steamers leave each day at 7 a.m., thus allowing the tourist to view Quebec, that famous old pile of fortifications, the Gibraltar of America, as it is not inaptly termed. From this point to Ha! Ha! Bay, the steamers pass down the St. Lawrence to where the river grows into the gulf. The boats are comfortable, the class of travellers sociable, and the air of the purest. It is an experience which cannot be described. We pass Murray Bay, Cacouna, and Tadousac, where are erected splendid hotels, and the summer residences of many of Canada's merchant princes. Sea-bathing and the usual watering-place amusements are here indulged in, and we enjoy them to our hearts' content.

The Gulf Ports steamers also carry passengers to the Lower St. Lawrence, touching at different points *en route* to Father Point, Gaspé, Percé, Paspébiac, Chatham, Newcastle, Baie du Chêne, Charlottetown, Summerside, P. E. I., Pictou, St. John, N.B., Halifax, N.S., and other points.

THE MONTREAL AGENCIES

of the Passumpsic and South Eastern Railroad is at the old Post Office building, St. James Street, corner of St. François Xavier Street, and 202 St. James Street, the whole being under the management of Mr. Gustave Leve, Montreal Agent. Both Offices represent not

only the South Eastern Railway and Montreal & Boston Air Line, but a variety of other lines ; and among them, the Quebec & Gulf Ports S.S. Co. and Saguenay Line of Steamers ; the Anchor Line of Mail Steamships for Great Britain, direct *via* New York ; the Hamburg American Packet Company, a weekly line of mail steamships from New York every Thursday for Plymouth, England,—a few hours' rail from London, Cherbourg, France and Hamburg, Germany ; the North German Lloyd, for Southampton, Havre and Bremen, every Saturday from New York ; also, the Pacific Mail Steamship Company, from New York, twice monthly for California, China, Japan, Australia, Sandwich Islands, New Zealand and India. The Savannah, New Orleans, Havana, Nassau and Bermuda Steamship Lines are also represented by Mr. Leve, the steamers leaving New York weekly for these ports. In the Office located at corner of St. James and St. Francois Xavier Streets (Old Post Office Building) are also to be found the Banking and Exchange Bureau of Messrs. Warner & Lowndes ; all the periodical and newspaper literature of the day can be had at the news depot herein located, while the Dominion Telegraph Company have here established a branch office, with direct wires to all parts of the United States and Canada, and connecting with the Direct United States Cable. By these means Mr. Leve is enabled not only to provide the passenger with his ticket, but can also place upon it the number of his steamboat berth or Pullman car. He thus affords facilities not obtainable from any other agent. But he goes further, and looking to the comfort of the traveller is provided with hotel coupons, which are legal tender for board and lodging at all the first-class hotels in the United States. The system which places everything at his command necessary to do so

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enables him to afford travellers information nowhere else to be had. As will be seen from the list of lines he represents, Mr. Leve commands a wide circuit for the tourist. He can provide him with a ticket almost around the world, or he can make the pleasure-journey as short as required. And after supplying all information, granting tickets and providing hotel coupons or state-rooms, he finishes the arrangement with the tourist by providing him, if he so wishes, with a policy of insurance against accident, and this at rates lower than can be elsewhere reached, he being the special agent in Montreal for the Accident Insurance Company of Canada. In short, there seems nothing that the traveller can possibly wish that cannot be provided at the Montreal General Agency of the South Eastern Railway and Montreal & Boston Air Line.

GUSTAVE LEVE,
Montreal Agent.

OTHER AGENCIES OF THE

Montreal & Boston Air Line,
South Eastern & Passumpsic R. R.
Quebec & Gulf Ports S. S. Co.
St. Lawrence Steam Navigation Co.

(SAGUENAY LINE.)

Leve's Hotel Coupons,

BOSTON: 240 Washington Street.

NEW YORK: 271 Broadway, cor. Chamber Street.

QUEBEC: Opposite St. Louis Hotel.

G. LEVE,
 Quebec & N. Y. Agent.

G. M. MILLS,
 Gen. Travelling Agent.

W. RAYMOND,
 General Agent.

GENERAL AGENT'S HEAD OFFICE: 240 Washington St., Boston.

SINGLE EXCURSION ROUTES AND RATES

— FROM —
MONTREAL

— VIA —

SOUTH-EASTERN RAILWAY

— TO —

Lake Memphremagog, White Mts.,

MT. WASHINGTON,

LAKE CHAMPLAIN, LAKE GEORGE,

SARATOGA, LAKE WINNEPESAU-

KEE, PORTLAND, BOSTON,

AND NEW YORK.

— ♦ —
♦ All Rates are quoted in United States Currency. ♦

EXCURSION 1.

Montreal to Newport, Lake Memphremagog.

South Eastern Railroad to Newport..... \$ 4.00

EXCURSION 2.

Montreal to Profile House.

From SX. 1.—South Eastern Railway to Newport; Passumpsic Rail-
way to Wells River; Boston, Concord & Montreal Railway to
Littleton; Stage to Profile House..... \$ 9.00

EXCURSION 3.

Montreal to Fabyan House.

From SX. 2.—South Eastern Railway to Newport; Passumpsic Rail-
way to Wells River; Boston, Concord & Montreal Railway to
Fabyan House..... \$7.75

EXCURSION 4.

Montreal to Fabyan House.

From SX.—Same as above, except from St. Johnsbury via Portland &
Ogdensburg Railroad..... \$7.75

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EXCURSION 5.

Montreal to Crawford House.

Form SX. 3.—South Eastern Railway to Newport; Passumpsic Railway to Wells River; Boston, Concord & Montreal Railway to Fabyan House; Portland & Ogdensburg Railroad to Crawford House..... \$8.00

EXCURSION 6.

Montreal to Crawford House.

Form SX.—Same as above, except from St. Johnsbury via Portland & Ogdensburg Railroad..... \$8.00

EXCURSION 7.

Montreal to Boston.

Form SX. 4.—South Eastern Railway to Newport; Passumpsic Railway to Wells River; Boston, Concord & Montreal Railroad to Littleton; Stage to Profile House; Stage to Plymouth; Boston, Concord & Montreal Railway to Concord; Concord Railroad to Nashua; B. L. & N. Railroad to Boston.....\$15.50

EXCURSION 8.

Montreal to Boston.

Form SX. 5.—South Eastern Railway to Newport; Passumpsic Railway to Wells River; Boston, Concord & Montreal Railway to Littleton; Stage to Profile House; Stage to Plymouth; Boston, Concord & Montreal Railroad to Weirs; Boat to Alton Bay; Boston & Maine Railroad to Boston.....\$17.25

EXCURSION 9.

Montreal to Boston.

Form SX. 6.—South Eastern Railway to Newport; Passumpsic Railway to Wells River; Boston, Concord & Montreal Railway to Fabyans; Portland & Ogdensburg Railroad to Portland; Boston & Maine Railroad to Boston.....\$12.35

EXCURSION 10.

Montreal to Boston.

Same as above, except from St. Johnsbury via Portland & Ogdensburg Railroad.....\$12.35

EXCURSION 11.

Montreal to Boston.

Form SX. 7.—South Eastern Railway to Newport; Passumpsic Railway to Wells River; Boston, Concord & Montreal Railroad to Fabyan House; Portland & Ogdensburg Railroad to North Conway; Eastern Railroad to Boston.....\$12.35

EXCURSION 12.

Montreal to Boston.

Form SX.—Same as Excursion 11, except from St. Johnsbury via Portland & Ogdensburg Railroad.....\$12.35

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EXCURSION 13.

Montreal to Boston.

Form SX. 8.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyan House; Portland & Ogdensburg Railroad to North Conway; Eastern Railroad to West Ossipee; Stage to Centre Harbor; Boat Weirs; Boston, Concord & Montreal Railroad to Concord; Concord Railroad to Nashua; B. L. & N. Railroad to Boston.\$15.75

EXCURSION 14.

Montreal to Boston.

Form SX.—Same as Excursion 13, except from St. Johnsbury via Portland & Ogdensburg Railroad.\$15.75

EXCURSION 15.

Montreal to Boston.

Form SX. 9.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyan House; Boston, Concord & Montreal Railroad to Base; Mt. Washington Railway to Summit; Stage to Glen House; Stage to Glen Station; Portland & Ogdensburg Railroad to Portland; B. & M. Railroad to Boston.\$21.75

EXCURSION 16.

Montreal to Boston.

Form SX.—Same as Excursion 15, except from St. Johnsbury via Portland & Ogdensburg Railroad.\$21.75

EXCURSION 17.

Montreal to Boston.

Form SX. 10.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal RR. to Fabyan House; Boston, Concord & Montreal Railway to Base; Mount Washington Railway to Summit; Stage to Glen House; Stage to Glen Station; Portland & Ogdensburg Railroad to North Conway; Eastern Railroad to Boston.\$21.75

EXCURSION 18.

Montreal to Boston.

Form SX.—Same as Excursion 17, except from St. Johnsbury via Portland and Ogdensburg Railroad.\$21.75

EXCURSION 19.

Montreal to Boston.

Form SX. 11.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyan House; Boston, Concord & Montreal Railroad to Base; Mount Washington Railway to Summit; Stage to Glen House; Stage to Glen Station; Portland & Ogdensburg Railroad to North Conway; Eastern Railroad to West Ossipee; Stage to Centre Harbor; Boat to Weirs; Boston, Concord & Montreal Railroad to Concord; Concord Railroad to Nashua; B. L. & N. Railroad to Boston.\$24.30

Passumpsic Rail-
montreal Railway to
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ry via Portland &
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Passumpsic Rail-
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Passumpsic Rail-
montreal Railway to
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Alton Bay; Bos.
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Passumpsic Rail-
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EXCURSION 20.

Montreal to Boston.

Form SX.—Same as Excursion 19, except from St. Johnsbury via
Portland & Ogdensburg Railroad\$24.30

EXCURSION 21.

Montreal to Boston.

Form SX. 12.—South Eastern Railway to Newport; Passumpsic Rail-
road to Wells River; Boston, Concord & Montreal Railroad to
Fabyan House; Boston, Concord & Montreal Railroad to Base;
Mt. Washington Railway to Summit; Stage to Glen House; Stage
to Gorham; Grand Trunk Railway to Portland; B. & M. Railroad
to Boston..... \$21.50

EXCURSION 22.

Montreal to Boston.

Form SX.—Same as Excursion 21, except from St. Johnsbury via Port-
land & Ogdensburg Railroad\$21.50

EXCURSION 23.

Montreal to New York.

Form SX. 13.—South Eastern Railway to Newport; Passumpsic Rail-
road to Wells River, Boston, Concord & Montreal Railroad to
Littleton; Stage to Profile House; Stage to Plymouth; Boston,
Concord & Montreal Railroad to Concord; Concord Railroad to
Nashua; Nashua, Act. & Boston Railroad to Concord Junction;
B. C. & F. Railroad to Taunton; O. C. Railroad to Fall River;
O. C. S. S. Co. to New York.....\$20.75

EXCURSION 24.

Montreal to New York.

Form SX. 14.—South Eastern Railway to Newport; Passumpsic Rail-
road to Wells River; Boston, Concord & Montreal Railroad to
Littleton; Stage to Profile House; Stage to Plymouth; Boston,
Concord & Montreal Railroad to Concord; Concord Railroad to
Nashua; Worcester & Nashua Railroad to Worcester; N. & W. Div.
N. Y. & N. E. Railroad to New London; Norwich & N. Y. Tr. Co.
to New York.....\$20.75

EXCURSION 25.

Montreal to New York.

Form SX. 15.—South Eastern Railway to Newport; Passumpsic Rail-
road to Wells River; Boston, Concord & Montreal Railroad to
Littleton; Stage to Profile House; Stage to Plymouth; Boston,
Concord & Montreal Railroad to Concord; Concord Railroad to
Nashua; Worcester & Nashua Railroad to Worcester; B. & A.
Railroad to Springfield; N. Y., N. H. & Hartford Railroad to New
York\$21.50

EXCURSION 26.

Montreal to New York.

Form SX. 16.—South Eastern Railway to Newport; Passumpsic Rail-
road to Wells River; B. C. & M. Railroad to Littleton; Stage to
Profile House; Stage to Bethlehem; Boston, Concord & Montreal

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Railroad to Fabyan House; Portland & Ogdensburg Railroad to North Conway; Eastern Railroad to Ossipee; Stage to Centre Harbor; Boat to Weirs; Boston, Concord & Montreal Railroad to Concord; Concord Railroad to Nashua; Worcester & Nashua R.R. to Worcester; N. & W. Div. N. Y. & N. E. Railroad to New London; Norwich & N. Y. Tr. Co. to New York.....\$24.00

EXCURSION 27.

Montreal to Boston.

Form SX. 17.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Mont. & W. River Railroad to Montpelier; Central Vermont Railroad to Bellows Falls; Cheshire Railroad to Fitchburg; Fitchburg Railroad to Boston.....\$15.00

EXCURSION 28.

Montreal to Boston.

Form SX. 18.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; M. & Wells River Railroad to Montpelier; Ct. Vermont Railroad to Burlington; L. C. Transportation Co. to Ft. Ticonderoga; Ren. & Saratoga Railroad to Albany; Boston & Albany Railroad to Boston.....\$19.25

EXCURSION 29.

Montreal to New York.

Form SX. 20.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; M. & W. Railroad to Montpelier; Central Vt. Railroad to Burlington; L. C. Tr. Co. to Fort Ticonderoga; Ren. & Saratoga Railroad to Albany; N. Y. Cen. & H. R. Railroad to New York.....\$17.50

EXCURSION 30.

Montreal to New York.

Form SX. 21.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; M. & Wells River Railroad to Montpelier; Central Vermont Railroad to Burlington; L. C. Tr. Co. to Fort Ticonderoga; R. & S. Extension to Lake George Junction; Lake George Steamboat Co. to Caldwell; Stage to Glens Falls Ren. & Saratoga Railroad to Albany; Day Line to New York.....\$19.70

EXCURSION 31.

Montreal to New York.

Form SX. 27.—South Eastern Railway to Newport; Passumpsic Railroad to White River Junction; Central Vermont Railroad to Bellows Falls; Conn. River Railroad to Springfield; New York, N. H. & H. Railroad to New York.....\$12.00

EXCURSION 32.

Montreal to New York via Boston.

Form SX. 33.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Concord; Concord Railroad to Nashua; B. L. & N. Railroad to Boston; Old Colony Railroad to Fall River; Old Colony Steamboat Co'y to New York.....\$24.00

ROUND TRIP Excursion Routes and Rates FROM MONTREAL

Via South Eastern R'y

— TO —

Lake Memphremagog,
White Mountains,
Mount Washington,

LAKE WINNEPEGOSAUKEE, LAKE CHAMPLAIN, LAKE GEORGE,

SARATOGA, PORTLAND, BOSTON, NEW Y. RK.

 All Rates are quoted in United States Currency. 

EXCURSION 1.

Montreal to Newport and return.

Form. R. 95.—South Eastern Railway to Newport and return by same route.....\$6.50

EXCURSION 2.

Montreal to St. Johnsbury and return.

Form R. 3.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyans; Boston, Concord & Montreal Railroad to Johnsons; Portland & Ogdensburg Railroad to St. Johnsbury; Passumpsic Railroad to Newport; South Eastern Railway to Montreal\$8.50

EXCURSION 3.

Montreal to Fabyans and Return.

Form SX. 34.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyans; Boston, Concord & Montreal Railroad to Johnsons; Portland & Ogdensburg Railroad to St. Johnsbury; Passumpsic Railroad to Newport; South Eastern Railway to Montreal 13.50

EXCURSION 4.

Montreal to Profile House and return.

Form SX. 35.—South Eastern Railway to Newport. Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Littleton; Stage to Profile House; and return same route ... 15.00

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EXCURSION 5.

Montreal to Profile House and Return.

Form SX. 36.—Same as Excursion 4 to Profile House; Stage to Bethlehem; Boston, Concord & Montreal Railroad to Fabyan, and return by same route as Excursion 3.....\$16.00

EXCURSION 6.

Montreal to Mount Washington and return.

Form SX. 22.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyan House; Boston, Concord & Montreal Railroad to Base; Mount Washington Railway to Summit; Mount Washington Railway to Base; Boston, Concord & Montreal Railroad to Fabyan House; Boston, Concord & Montreal Railroad to Wells River; Passumpsic Railroad to Newport; South Eastern Railway to Montreal.....\$17.50

EXCURSION 7.

Montreal to Mount Washington and return.

Form SX. 37.—Same as Excursion 6, except returning via Portland & Ogdensburg Railroad and St. Johnsbury.....\$17.50

EXCURSION 8.

Montreal to Portland and return.

Form SX. 23.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyan House; Portland & Ogdensburg Railroad to Portland; P. & Ogdensburg Railroad to Fabyan House; Boston, Concord & Mtl. Railroad to Wells River; Passumpsic Railroad to Newport; South Eastern Railroad to Montreal.....\$14.00

EXCURSION 9.

Montreal to Portland and return.

Form SX. 30.—Same as above, except from St. Johnsbury via Portland & Ogdensburg Railroad; returning same route.....\$13.00

EXCURSION 10.

Montreal to Boston, via Portland, and return.

Form SX. 24.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyan House; Portland & Ogdensburg Railroad to Portland; B. & Maine Railroad to Boston; returning via M. & B. Air Line.\$20.00

EXCURSION 11.

Montreal to New York and Return.

Form SX. 25.—South Eastern Railway to Newport; Passumpsic Railroad to Wells River; Boston, Concord & Montreal Railroad to Fabyan House; Portland & Ogdensburg Railroad to Portland; B. & Maine Railroad to Boston; Transfer to O. C. R'y Depot; Old Col. R'y to Fall River; Old Col. Stbt. Co. to New York; Transfer to Day Line Str.; Day Line Str. to Albany; Ren. & Sar. Railroad to Ft. Ticonderoga; Lake Champlain Tr. Co. to Rouses Point; Gd Trunk R'y to Montreal.....\$29.00

EXCURSION 12.

Montreal to New York and Return.

Form SX. 26.—South Eastern R'y to Newport; Passumpsic Railroad to Wells River; Bos., Con. & Montreal Railroad to Fabyan House; Portland & Ogdensburg Railroad to Portland; Bos. & Maine Railroad to Boston; Transfer to O. C. Depot; Old Col. Railroad to Fall River; Old Col. Stbt. Co. to New York; Transfer to Grand Central Depot; N.Y., N.H. & H. Railroad to Springfield; B. & A. Railroad to Worcester; Wor. & Nashua Railroad to Nashua; Concord Railroad to Concord; Bos., Con. & Montreal Railroad to Wells River; Passumpsic Railroad to Newport; South Eastern Railway to Montreal \$29.75

EXCURSION 13.

Montreal to New York and return.

Form SX. 32.—South Eastern Railway to Newport; Passumpsic Railway to Wells River; Boston, Concord & Montreal Railway to Concord; Concord Railroad to Nashua; Boston, Lowell & Nashua Railway to Boston; Old Col. Railway to Fall River; Old Col. Steamboat Co. to New York, and return by same route.... \$20.00

EXCURSION 14.

Montreal to New York and return.

Form SX.—South Eastern Railway to Newport; Passumpsic Railway to White River Junction; Central Vermont Railway to Bellow's Falls; Connecticut River Railroad to Springfield; N.Y., N.H. & H. Railroad to New York, and return by same route..... \$20.00

SIDE TRIPS.

NEWPORT TO MAGOG AND RETURN.

S.T. 1.—By Steamer on Lake Memphremagog..... \$1.00

WELLS RIVER TO CRAWFORD HOUSE AND RETURN.

S.T. 2.—Boston, Concord & Montreal Railroad to Littleton; Stage to Profile House; Stage to Bethlehem; Boston, Concord & Montreal Railroad to Fabyans; P. & O. Railroad to Crawford House; P. & O. Railroad to Fabyans; Boston, Concord & Montreal Railroad to Wells River..... \$8.60

FABYANS TO TIP TOP HOUSE AND RETURN.

S. T. 3.—B. C. & M. Railroad to Base; Mount Washington Railroad to Summit; and return same route..... \$6.00

FABYANS TO NORTH CONWAY AND RETURN.

S.T. 4.—Boston, Concord & Montreal Railroad to Base; Mount Washington Railway to Summit; Stage to Glen House; Stage to North Conway; P. & O. Railroad to Fabyans \$11.50

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WELLS RIVER TO PROFILE HOUSE AND RETURN.

- S.T. 5.—B. C. & M. Railroad to Littleton; Stage to Profile House; Stage to Bethlehem; and return same route.....\$6.00

WELLS RIVER TO FABYANS AND RETURN.

- S.T. 6.—B. C. & M. Railroad to Fabyans and return same route ..\$4.00

WELLS RIVER TO FABYANS, VIA PROFILE HOUSE AND RETURN.

- S.T. 7.—B. C. & M. Railroad to Littleton; Stage to Profile House; B. C. & M. Railroad to Fabyans; B. C. & M. Railroad to Wells River.....\$8.00

LITTLETON TO PROFILE HOUSE AND RETURN.

- S.T. 8.—Stage to Profile House, return same way.....\$4.00

WELLS RIVER TO CRAWFORD HOUSE AND RETURN.

- S.T. 14.—B. C. & M. Railroad to Fabyans; P. & O. Railroad to Crawford House, return same route.....\$4.60

WELLS RIVER TO TWIN MOUNTAIN HOUSE AND RETURN.

- S.T. 15.—B. C. & M. Railroad to Twin Mountain House and return same route.....\$3.00

LITTLETON TO PROFILE HOUSE AND BETHLEHEM.

- S.T. 21.—Stage to Profile House; Stage to Bethlehem.....\$5.50

LAKE WINNEPESAUKEE.

- S.T. 16.—Steamer from Weirs (on B. C. & M. Railroad) to Centre Harbor and return.....\$0.50

PORTLAND TO OLD ORCHARD AND RETURN.

- S.T. 22.—Boston & Maine Railroad to Old Orchard; return same route.....\$0.60

ST. JOHNSBURY TO FABYANS AND RETURN.

- S.T. 23.—Portland & Ogdensburg Railroad to St. Johnsbury; return same route.....\$3.80

SATURDAY EXCURSIONS

VIA

South Eastern R'y

GOOD TO

Leave Montreal Saturday and Return Following Monday.

—O:O—

Montreal to Brigham and Return	\$1.80
" " East Farnham and Return	1.90
" " Cowansville " "	2.00
" " Sweetsburg " "	2.10
" " West Broome " "	2.20
" " Sutton Junc'n " "	2.40
" " Sutton Flats " "	2.50
" " Abercorn " "	2.70
" " Richford " "	2.90
" " East Richford " "	3.10
" " Mansonville " "	3.40
" " North Troy " "	3.50
" " Newport " "	4.00
" " Stanstead " "	4.50
" " Georgeville " "	5.00
" " Magog " "	5.00
" " Ayer's Flats " "	4.80
" " North Hatley " "	5.20
" " Massawippi " "	4.90
" " Lennoxville " "	5.60
" " Sherbrooke " "	5.70
" " St. Johnsbury " "	5.85
" " Fabyan House, White Mts. and return	7.75

LEVE'S SPECIAL HOTEL COUPONS

GOOD AT

"MEMPHREMAGOG" & "FABYAN HOUSE"

IN CONNECTION WITH

SATURDAY EXCURSION TICKETS

At \$2.50 U.S. Currency per Day.

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Boston or Port
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River Line

ROUTE 6.—Mo
to Portlan
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ROUTE 9.—Mo
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DUPONS

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KETs

Quebec & Gulf Ports S.S. Co'y

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ROUTES & RATES

— FOR —

TOURIST TICKETS.

—O:O—

Please note below descriptions of 9 varieties of Routes from Montreal to New York, via QUEBEC & GULF PORTS SS. Co. Each of said Routes can be ended at either Portland, Boston, or New York, and can also be *reversed*, to be used from New York, Boston or Portland to Montreal and Quebec. To form Circuit Routes, passengers can choose one of the Routes designated as Feeding Forms, hereinafter described. Tickets between Montreal and Quebec are good by either Q. & G. P., or Rich. & Ont. Nav. Co.'s Steamers.

ROUTE 1.—Montreal to Point du Chene by Quebec & Gulf Ports SS. Co.; to St. John, N.B., by Intercolonial Railway; to Portland by International SS. Co.; to Boston by Rail or Steamer; to New York from Portland by Steamer direct, or to New York by Fall River Line from Boston.

ROUTE 2.—Montreal to Pt. du Chene by Q. & G. P. SS. Co.; to St. John, N.B., by Intercolonial Ry; to Annapolis by Steamer; to Halifax by Windsor & Annapolis Ry; to Boston by Bost., Halifax & P. E. I. SS. Co.; to New York by Fall River Line.

ROUTE 3.—Montreal to Pictou, N.S., by Q. & G. P. SS. Co.; to Halifax by Intercolonial Railway; to Boston by B., H. & P. E. I. SS. Co.; to New York by Fall River Line.

ROUTE 4.—Montreal to Pictou, N.S., by Q. & G. P. SS. Co.; to Halifax by Intercolonial Railway; to Annapolis by W. & A. Ry; to St. John by Steamer; to Portland by Int. SS. Co.; to Boston by Rail or Steamer; to New York from Portland by Steamer direct, or from Boston by Fall River Line.

ROUTE 5.—Montreal to Pictou by Q. & G. P. SS. Co.; to Halifax by Intercolonial Ry; to Annapolis by W. & A. Ry; to St. John by Steamer; to Bangor by European & North American Ry; to Portland by Maine Central Ry; to Boston by Rail or Steamer; to New York from Portland by Steamer direct, or from Boston by Fall River Line.

ROUTE 6.—Montreal to Pictou by Q. & G. P. SS. Co.; to Halifax by Intercolonial Ry; to Portland by New England & Nova Scotia SS. Co.; to Boston by Rail or Steamer; to New York from Portland by Steamer direct, or from Boston by Fall River Line.

ROUTE 7.—Montreal to Pt. du Chene by Q. & G. P. SS. Co.; to St. John by Intercolonial Ry; to Annapolis by Steamer; to Halifax by W. & A. Ry; to Portland by N. E. & N. S. SS. Co.; to Boston by Rail or Steamer; to New York from Portland by Steamer direct, or from Boston by Fall River Line.

ROUTE 8.—Montreal to Charlottetown, P.E.I., by Q. & G. P. SS. Co.; to Boston by Bost., H. & P. E. I. Nav. Co.; to New York by Fall River Line.

ROUTE 9.—Montreal to Pt. du Chene by Q. & G. P. SS. Co.; to St. John by Intercolonial Ry; to Bangor by E. & N. A. Ry; to Portland by M. C. Railroad; to Boston by Rail or Steamer; to New York from Portland direct, or from Boston by Fall River Line.

For Rates see Next Page.

RATES, United States Currency.

—0:0—

Montreal and Portland, in either direction. Route 1, \$19.75; Route 2, \$27.50; Route 3, \$23.05; Route 4, \$26.75; Route 5, \$31.25; Route 6, \$23.05; Route 7, \$27.50; Route 8, \$26.10; Route 9, \$24.75.

MONTREAL AND BOSTON, in either direction.—Route 1, \$22.25; Route 2, \$28.75; Route 3, \$24.25; Route 4, \$28.75; Route 5, \$33.25; Route 6, \$24.75; Route 7, \$29.00; Route 8, \$23.75; Route 9, \$26.25.

MONTREAL AND NEW YORK, in either direction.—Route 1, \$24.75; Route 2, \$32.25; Route 3, \$28.25, or by Cromwell Line, including Meals and State-room berth, \$37.00; Route 4, \$31.75; Route 5, \$36.25; Route 6, \$28.05, or by Cromwell Line, including Meals and State-room berth, \$32.55; Route 7, \$32.50, or by Cromwell Line, including Meals and State-room berth, \$37.00; Route 8, \$27.75; Route 9, \$29.75. Above Rates from or to Quebec, \$2.25 less.

Feeding Forms.

Montreal and Boston by rail, \$9.
Quebec and Boston by rail, \$11.
Montreal and New York, by rail or Lake Champlain and Hudson River, \$11.
Quebec and New York by rail, \$12.
Montreal and Portland by rail, \$7.75.
Quebec and Portland by rail, \$9.

Side Trips.

Halifax and St. John, Newfoundland, and return, including Meals and State-room, \$40.00 Gold.
Quebec to Ha-Ha Bay, (Saguenay River), and return, Meals and State-room Extra, \$8.00 Gold.

LOCAL TARIFF.

Cabin Rates between Quebec and Pictou, N. S.

CANADA CURRENCY.

Including Meals.—State-room Berths Extra.

	Passage.	State-room.
Quebec to Father Point.....	\$ 3.00	\$.50
Quebec to Metis.....	4.50	.50
Quebec to Gaspe.....	10.00	1.50
Quebec to Perce.....	11.00	1.50
Quebec to Pasbeiac.....	11.00	1.50
Quebec to Chatham.....	13.00	1.50
Quebec to Newcastle.....	11.50	2.00
Quebec to Shediac (Point du Chene).....	11.50	2.00
Quebec to Charlottetown and Summerside.....	13.00	2.50
Quebec to Pictou.....	16.00	2.50
	16.00	3.00

Rates between Montreal and above Points are \$3.00 higher. Round Trip Tickets 25 per cent. reduction.

THROUGH TARIFF, MEALS AND STATE-ROOM EXTRA.

	Passage.	Meals and State-room.
Montreal to St. John, N. B.....	\$11 50	\$ 8 50
Montreal to St. John, N. B., and return.....	18 50	12 75
Montreal to Halifax, N. S.....	13 00	9 50
Montreal to Halifax, N. S., and return.....	20 80	14 25

\$2.00 for
exclusive o

ST. LAWRENCE STEAM NAVIGATION CO.

—:00:—

SINGLE

AND

EXCURSION RATES
FROM QUEBEC

To Murray Bay	Passage
" " " and return	\$2 50
" River du Loup	4 00
" " " and return	2 50
" Tadousac	4 00
" " and return	3 50
" Ha! Ha! Bay	7 00
" " and return	4 00
" Chicoutimi	8 00
" " and return	4 00
" Kamouraska	8 00
" " and return	1 50
" " and return	3 00

MEALS.	WHOLE STATEROOM	HALF A STATEROOM	OPEN BERTHS.
Breakfast..... 50 cts.	1 Day.....\$2 00	1 Day.....\$1 00	1 Day..... 50c.
Dinner..... 75 cts.	1 Night..... 2 00	1 Night..... 1 00	1 Night..... 50c.
Tea..... 50 cts.	1 Day & Night 3 00	1 Day & Night 2 00	1 Day & Night \$1 00
	The Trip..... 4 00	The Trip..... 2 00	The Trip.....

RATES FROM MONTREAL.

\$2.00 for SINGLE and \$4.00 for RETURN higher than above Rates,
exclusive of Meals and Staterooms.

S,
urrency.

9.75; Route 2, \$27.50; Route
6, \$23.05; Route 7, \$27.50
1, \$22.25; Route 2, \$28.75
; Route 6, \$24.75; Route
1, \$24.75; Route 2, \$32.50
oom berth, \$37.00; Route
ate-room berth, \$33.05; Route
y Cromwell Line, including
a.50, or by Cromwell Line
8, \$27.75; Route 9, \$29.75

udson River, \$11,

ing Meals and State-room
eals and State-room Extra,

FF.
Pictou, N. S.

erths Extra.

Passage.	State-room.
\$ 3.00	\$.50
4.50	.50
10.00	1.50
11.00	1.50
13.00	1.50
11.50	2.00
11.50	2.00
13.00	2.50
16.00	2.50
16.00	3.00

Round Trip Tickets 25

OM EXTRA.

Passage.	Meals and State-room.
\$11 50	\$ 8 50
18 50	12 75
13 00	9 50
20 80	14 25

U. S. CURRENCY—\$3.00 PER DAY.

LEVE'S HOTEL COUPON SYSTEM

INSURES A GUARANTEE FOR

GOOD ACCOMMODATION AND ECONOMY

For Tourist & Pleasure Travel.

Each Ticket consists of four coupons, equivalent for three meals and lodging at any of the Hotels below named, where the holder of coupons will receive best of accommodation and attention.

The Hotel Coupon rate (\$3.00 U.S. currency per day) is from 50c to \$1.00 per day less than is usually charged at the different Hotels included in the system.

All Tourists and Pleasure Travellers should avail themselves of this great advantage and convenience.

—:00:—

Hotel Tickets are for Sale

AT THE

GENERAL OFFICES, OLD POST-OFFICE BUILDING,
AND 202 ST. JAMES STREET, MONTREAL.

ALSO,

OPPOSITE ST. LOUIS HOTEL, QUEBEC.
271 BROADWAY, NEW YORK.

GUSTAVE LEVE,

Organizer Leve's Hotel Coupon System.

LIST OF HOTELS—Dominion of Canada.

Rossin House, Toronto.
Clifton House Niagara Falls.
Russell House, Ottawa.
Ottawa Hotel, Montreal.
St. Louis Hotel, Quebec.

St. Lawrence Hall, Cacouna.
Victoria Hotel, St. John, N.B.
Halifax Hotel, Halifax, N. S.
— Hotel, Charlottetown, P.E.I.
Island Park H'l, Summerside, P.E.I.

United States.

Memphremagog House, Newport, Vt.
Pemigewasset House, Plymouth N.H.
Spring Hotel, Newbury, Vt.
Fabyan House, White Mountains.
White Mt. House, White Mts.
Twin Mt. House, White Mts.
Alpine House, White Mountains.
Falmouth Hotel, Portland.
United States Hotel, Boston.
Grand Union Hotel, New York.
Grand Central Hotel, New York.
Crawford Hotel, White Mts.

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RETURNING
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and 3.00 p.
Portland I.

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House 1.40 p.
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p.m., 9.36 a.
p.m., 7.45 a.
8.59 a.m., 2.
9.00 a.m., 8.

Trains lea
7.00 a.m.

RETURNING
2.00 p.m., 6.

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Canada.

Cacouna.

John, N.B.

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White Mountains.

Portland.

otel, Boston.

otel, New York.

otel, New York.

White Mts.

TOURIST TIME TABLE FROM MONTREAL

Via

SOUTH EASTERN RAILWAY

—) TO (—

LAKE MEMPHREMAGOG.

—:O:—

Leave Montreal 9.00 a.m. (Parlor Car), 3.00 p.m. (Pullman Car); arrive at
Newport 1.10 and 8.30 p.m.

Steamer "Lady of the Lake."

Leave Newport for Mountain House, Owl's Head, Perkins, Chateau de Silva,
Georgeville, Gibraltar and Magog 7.00 a.m. and 2.00 p.m.; returning
to Newport 1.30 and 6.30 p.m.

RETURNING—Leave Newport 3.38 a.m. (Pullman Car) and 5.00 p.m. (Parlor
Car); arrive in Montreal 9.00 a.m. and 8.55 p.m.

Montreal, White Mountains, Portland

— VIA —

SOUTH EASTERN RAILWAY.

—:O:—

Leave Montreal for Newport as above; leave Newport 1.50 p.m., 7.00
a.m., arrive Littleton 4.50 p.m., 10.53 a.m., arrive Profile House 7.00 p.m.,
1.00 p.m., arrive Lancaster 6.16 p.m., 12.08 p.m., arrive Wambeck House
8.30 p.m., 2.30 p.m.; arrive Twin Mountain House 5.56 p.m., 11.51 a.m.;
arrive Fabyan House 6.16 p.m., 12.07 p.m. via Wells River, and 16.55 a.m.
via St. Johnsbury; arrive Crawford House 6.35 p.m., 1.35 p.m. via Wells
River, and 11.08 a.m., via St. Johnsbury; arrive North Conway 10.37 a.m.
and 3.00 p.m. via Wells River, and 12.30 p.m. via St. Johnsbury; arrive
Portland 1.18 p.m., 5.27 p.m.

RETURNING—Leave Portland 7.00 a.m., 1.05 p.m.; leave North Conway
10.05 a.m., 3.55 p.m.; leave Crawford House 11.35 a.m., 5.30 p.m.; Fabyan
House 1.40 p.m., 8.20 a.m. via Wells River, and 3.10 p.m. via St. Johnsbury;
leave Twin Mountain House 1.51 p.m., 9.23 a.m.; leave Bethlehem 2.03
p.m., 9.36 a.m.; leave Wambeck 11.00 a.m., 5.30 a.m.; leave Lancaster 1.35
p.m., 7.45 a.m.; leave Profile House 7.00 a.m., 12.25 p.m.; leave Littleton
8.59 a.m., 2.25 p.m.; arrive Newport 7.15 p.m., 9.40 p.m.; arrive Montreal
9.00 a.m., 8.55 p.m.

QUEBEC and NEWPORT.

Trains leave Quebec 1.00 p.m., 9.00 p.m., arriving at Newport 9.20 p.m.,
7.00 a.m.

RETURNING—Trains leave Newport 7.00 a.m., 9.43 p.m., arriving at Quebec
2.00 p.m., 6.30 a.m.

MONTREAL and BOSTON.

Leave Montreal 9.00 a.m. (Parlor Car), dine at Newport 1.12 p.m., supper at Plymouth 5.14 p.m., arrive at Boston 10.00 p.m.; leave Montreal at 3.00 p.m. (Sleeping Car), supper at Brigham 5.30 p.m., arrive at Boston 8.20 a.m. RETURNING—Leave Boston 8.00 a.m., dine at Plymouth 12.35 p.m., supper at Newport, 5 p.m., arrive Montreal, 8.55 p.m.; leave Boston, 6.00 p.m. (Pullman Sleeping Car), arrive Brigham 6.30 a.m. (breakfast), arrive Montreal 9.00 a.m.

MONTREAL and NEW YORK

Via Lake Memphremagog.

Leave Montreal 9.00 a.m. and 3.00 p.m., arrive Newport 1.12 p.m., 8.30 p.m.; leave Newport 8.40 a.m., arrive at White River Junction (dinner) 12.30 p.m.; leave White River Junction 1 p.m., arrive Springfield 6.00 p.m. (supper); leave Springfield 6.15 p.m., arrive Hartford 7.02 p.m., arrive New Haven 8.15 p.m., arrive New York 10.55 p.m.

RETURNING—Leave New York 8.05 a.m., leave New Haven 10.38 a.m.; leave Hartford 11.50 a.m.; arrive Springfield 12.35 p.m. (dinner); leave Springfield 1.00 p.m., arrive White River Junction 5.10 p.m. (supper); leave White River Junction 5.40 p.m., arrive Newport 9.43 p.m. (lodge); leave Newport 3.40 a.m. and 5.20 p.m., arrive Montreal 9.00 a.m. and 8.55 p.m.

Connecting Routes in the White Mountains, Rail, Stage and Str.

—O—O—

Steamer "Lady of the Lake," Lake Winnepesaukee.

Leave Weirs 12.00 (noon) 5.00 p.m., Centre Harbor 1.00 p.m., Wolfboro 6.30 p.m.

RETURNING—Leave Wolfboro 6.45 a.m., Centre Harbor 1.00 p.m., Weirs 8.15 a.m., 2.00 p.m.

Stage Route—Plymouth and Profile House.

Leave Plymouth 1.30 p.m., arrive Profile House 6.30 p.m. RETURNING—leave Profile House 7.00 a.m., arrive Plymouth 12.00 (noon).

Stage Route—Profile House and Bethlehem.

Leave Profile House 9.00 a.m. and 2.30 p.m., arrive at Bethlehem 11.30 a.m. and 5.00 p.m.; leave Bethlehem 8.30 a.m. and 2.00 p.m., arrive Profile House 10.30 a.m. and 4.00 p.m.

Stage Route—Littleton and Profile House.

Leave Littleton 11.00 a.m., 3.25, 5.10 p.m., arrive Profile House 1.00, 5.25, 7.10 p.m.; leave Profile House 7.00, 8.00, 11.00 a.m., arrive Littleton 9.00, 10.00 a.m., 1.00 p.m.

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P.M.	P.M.
6.00	3.31
.....	4.30
.....	8.10
.....	
8.50	7.02
9.00	7.10
9.17	7.28
9.20	7.32
9.28	7.40
9.38	7.50
10.00	8.10
P.M.	P.M.

STON.

Report 1.12 p.m., supper
leave Montreal at 3.00
arrive at Boston 8.20 a.m.
with 12.35 p.m., supper
leave Boston, 6.00 p.m.
(breakfast), arrive Mon-

YORK

og.

Newport 1.12 p.m.,
River Junction (din-
ner), arrive Springfield
at Hartford 7.02 p.m.,

Haven 10.38 a.m.;
m. (dinner); leave
1.10 p.m. (supper);
9.43 p.m. (lodge);
9.00 a.m. and 8.55

, Stage and Str.

Wesbankee.

00 p.m., Wolfboro

1.00 p.m., Weirs

House.

m. Returning—
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re at Bethlehem
2.00 p.m., arrive

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House 1.00, 5.25,
re Littleton 9.00,

Mount Washington Railway.

Leave Base 10.30 a.m., 5.00 p.m., arrive Summit 12.00 (noon), 6.00 p.m.
Leave Summit 7.15 a.m., 2.00 p.m., arrive Base 8.30 a.m., 3.00 p.m.

Mount Washington Branch Railway.

Leave Fabyan House 9.00 a.m., 4.45 p.m., arrive Base 10.00 a.m. and 5.00
p.m. Leave Base 8.30 a.m. and 3.15 p.m., arrive Fabyan House 9.00 a.m.
and 4.00 p.m.

Summit of Mount Washington and Glen House.

Leave Summit 3.00 and 7.00 p.m., arrive Glen House 5.00 and 9.00 p.m.
Leave Glen House 8.00 and 2.40 p.m., arrive at Summit 1.00 and 7.30 p.m.

Eastern Railroad.

Leave North Conway 7.50 a.m., 12.30 and 2.30 p.m., arrive West Ossipee
8.22 a.m., 12.59 and 3.03 p.m.; arrive at Boston 1.40, 5.30, 7.45 p.m.
Returning—leave Boston 8.15 a.m., 12.30 and 3.15 p.m., arrive West
Ossipee 12.59, 5.39 and 8.38 p.m., arrive North Conway 1.30, 6.10 and
9.00 p.m.

Stage Route—West Ossipee and Centre Harbor.

Leave West Ossipee 8.30 a.m., arrive Centre Harbor 11.30 p.m.; leave
Centre Harbor 1.30 p.m., arrive West Ossipee 4.30 p.m.

PORTLAND, OLD ORCHARD BEACH and BOSTON.

Via

BOSTON & MAINE RAILROAD**EASTWARD.**

—READ DOWN—

P.M.	P.M.	P.M.	A.M.
6.00	3.30	12.30	8.45
.....	1.30	.....	12.00
.....	8.10	.....	12.40
.....	.....	.....	2.00
8.50	7.02	3.49	11.40
9.00	7.10	4.00	11.50
9.17	7.28	4.13	12.08
9.20	7.32	4.22	12.12
9.28	7.40	4.32	12.22
9.38	7.50	4.43	12.32
10.00	8.10	5.00	12.50
P.M.	P.M.	P.M.	A.M.

[LEAVE]

[ARRIVE]

.....	BOSTON	.....
.....	Alton Bay	.....
.....	Wolfboro	.....
.....	Centre Harbor	.....
.....	Well's Beach	.....
.....	Kennebunk	.....
.....	Biddeford	.....
.....	Saco	.....
.....	Old Orchard Beach	.....
.....	Scarboro	.....
.....	PORTLAND	.....
P.M.	P.M.	P.M.

[LEAVE]

WESTWARD.

—READ UP—

A.M.	P.M.	P.M.	P.M.	P.M.
10.45	1.15	5.30	8.00	9.00
6.35	.....	.....	4.00	.....
5.50	.....	.....	3.15	.....
.....	.....	.....	2.00	.....
7.20	9.46	2.30	.....	6.35
7.10	9.36	2.20	.....	6.25
6.52	9.19	2.03	.....	6.09
6.48	9.16	2.00	.....	6.06
6.40	9.08	1.52	.....	5.58
6.30	8.58	1.42	.....	5.48
6.15	8.40	1.20	.....	5.36
A.M.	A.M.	P.M.	P.M.	P.M.

Steamers on Lake Champlain, Lake George & Hudson River.

—O:O—

Citizens' Line of Steamers, New York to Troy, connecting with New York Central, Rensselaer and Saratoga, and Troy and Boston Railroads and connections. New and magnificent Palace steamers CITY OF TROY and SARATOGA leave New York daily, (Saturdays excepted), at 6 P.M., from Pier 49, N.R., foot of Leroy Street, connecting with morning trains for Saratoga, Lake George, Lake Champlain, White Mountains and Montreal. Returning, these steamers leave Troy daily (Saturdays excepted), at 8 P.M. or on arrival of all evening trains from the North and West.

HUDSON RIVER, New York and Albany Day Boats.—Steamers C. VIBBARD and DANIEL DREW leave Pier No. 39, North River, foot of Vestry street, at 8.35 A.M.

PEOPLE'S LINE STEAMERS, New York to Albany, Night Boats.—Steamers ST. JOHN and DREW leave Pier No. 41, North River, foot of Canal street, daily (except Sunday), at 6 P.M., reach Albany next morning in time for early trains North and West. Leave Albany daily (except Sunday), at 6 p.m.

LAKE CHAMPLAIN.

Going South.

Leave Plattsburgh 7.00 A.M., Port Kent 7.45, Burlington 8.30, landing at Essex, Westport, Port Henry, Crown Point and Larrabee arriving at Fort Ticonderoga 12.00 M., (Dinner on board) connecting with train for Baldwin, 5 miles, the foot of Lake George.

Also connect at Fort Ticonderoga with all rail train, reaching Whitehall, 2.10 p.m., Saratoga, 3.40, Schenectady, 5.00, Troy, 5.00, Albany, 5.25, New York, 9.30 p.m.

Going North.

Leave Fort Ticonderoga on arrival of trains from Lake George, Whitehall, Saratoga, Schenectady, Troy and Albany, 1.00 p.m., (Dinner on board), touching at Larrabee, Crown Point, Port Henry, Westport and Essex, reaching Burlington 5.00 p.m., Port Kent 5.45, Plattsburgh 6.45 p.m. making connections at Plattsburgh, with train reaching Rouse's Point, 8.25 p.m., Montreal, 10.30 p.m., Malone, 10.40 p.m., Ogdensburg, 12.50 a.m.

LAKE GEORGE.

Going North.

Leave Caldwell 9.45 a.m., making the usual landings, arriving at Baldwin 12.15 p.m., making direct connections with trains for Fort Ticonderoga, there connecting with steamer on Lake Champlain.

Going South.

Leave Baldwin on arrival of train from Fort Ticonderoga 1.30 p.m., making landings as above, arrive at Caldwell 3.45 p.m. Stages leave Caldwell on arrival of boat making connections at Glens Falls, 5.25 p.m., reaching Saratoga, 6.25 p.m., Schenectady, 8.20, Troy, 8.05, Albany, 8.15, New York via boat or rail, 6.00 a.m.

MONTREAL AND QUEBEC STEAMERS.

Richelieu & Ontario Nav. Co.

"QUEBEC,"

"MONTREAL,"

CAPT. LABELLE.

CAPT. NELSON.

Leave Montreal 7.00 p.m., arrive Quebec 6.00 a.m.

Leave Quebec 5.00 p.m., arrive Montreal 6.00 a.m.

Q U E B E C

—TO—

Lower St. Lawrence & Saguenay River.

ST. LAWRENCE STEAM NAVIGATION CO.

STEAMERS

"Saguenay," "St. Lawrence," and "Union"

From the 20th June until the 10th September,

One of the above steamers will leave the St Andrew's wharf, Quebec, every day, except Sunday, at 7.30 a.m., on the arrival of the steamer of the Richelieu & Ontario Navigation Co., from Montreal, for the Saguenay River, calling at Baie St. Paul, Eboulements, Murray Bay, Riviere du Loup [Cacouna], and Tadousac, connecting with Intercolonial Railway at Riviere du Loup. Before and after above dates, notice will be given at Riviere du Loup of the days and hours of departure.

On Wednesdays and Saturdays, at the same hour, the steamer "CLYDE" will leave the same place for Kamouraska, stopping at Berthier, Cap St. Ignace, L'Islet, St. Jean Port-Joli, Riviere Ouelle, and St. Denis.

Hudson River.

ing with New York
railroads and con-
roy and SARATOGA
from Pier 49, N.R.,
or Saratoga, Lake
real. Returning,
at 8 P.M. or on

amers C. VIBBARD
Vestry street, at

Boats.—Steamers
of Canal street,
ning in time for
ept Sunday), at

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n 8.30, landing at
arriving at Fort
train for Bald-

ching Whitehall,
0, Albany, 5.25,

George, White-
m., (Dinner on
, Westport and
sburgh 6.45 p.m.
se's Point, 8.25
, 12.50 a.m.

iving at Bald-
t Ticonderoga,

oga 1.30 p.m.,
Stages leave
ills, 6.25 p.m.,
Albany, 8.15,

Quebec & Gulf Ports Steamship

TIME TABLES.

Steamship **SECRET**,
Capt. Foster.

Steamship **MIRAMICHI**,
Capt. Baquet.

DOWNWARD.—Leave Montreal every Monday, Quebec every Tuesday; arrive Father Point Wednesday morning; Metis, Wednesday; Gaspe, Thursday; Perce, Thursday; Paspébiac, Thursday; Chatham, Friday; Newcastle, Friday; Point du Chene, Friday evening (connecting with train for St. John, N.B.); Summerside, P.E.I., Friday night; Charlottetown, Saturday; Pictou, Saturday, connecting with train for Halifax.

UPWARD.—Leave Pictou Monday, midnight; arrive Charlottetown, Tuesday morning; Summerside, Tuesday; Pt. du Chene, Tuesday; Paspébiac, Wednesday; Perce, Thursday; Gaspe, Thursday; Metis, Friday; Father Point, Friday; Quebec, Saturday morning; Montreal, Saturday evening.

NOTE.—Passengers from Halifax leave by Monday afternoon train for Pictou, or by Tuesday morning train for Point du Chene. Passengers from St. John leave by Tuesday morning train for Pt. du Chene.

During the season of Pleasure Travel, the powerful steamships **ALHAMBRA** and **HADJI** will run between Montreal and Halifax, calling at Quebec, Father Point, Point du Chene, Charlottetown and Pictou.

—:00:—

WINTER RESORT—New York & Bermuda Division.

The fine Clyde-built Steamship **CANIMA** sails twice monthly from Pier 12, N.R., New York, for **HAMILTON**, Bermuda Island, the great American Sanitarium and Salubrious Winter Resort. Only seventy hours sail from port to port.

Excursion Tickets, New York to Bermuda and return, only \$50 gold. For sale at all principal Ticket Offices throughout the United States & Canada.

—:00:—

Information for Connecting Lines.

SAILING FROM NEW YORK.—Fall River Line, for Boston, from Pier 28, N.R., daily, except Sunday, 5.00 p.m. [During July and August, also Sunday.] Cromwell Line, for Halifax and St. Johns, N.F., from Pier 10, N.R., every 10 days.

SAILING FROM BOSTON.—Portland Steam Packet Co., for Portland, from India Wharf, daily, 7 p.m., except Sunday; International Steamship Co., for St. John, N.B., from Boston, every Monday, Wednesday and Friday, 8 a.m.; Boston, Halifax & P.E.I. SS. Co., for Halifax, N.S., from T Wharf, every Saturday 12 noon; Fall River Line for New York, Steamboat Exps., daily, except Sunday, 6 p.m. [During July and August, also Sunday].

SAILING FROM PORTLAND.—New Eng. & Nova Scotia SS. Co., for Halifax every Saturday; Int. SS. Co., for St. John, N.B., from Railroad Wharf every Monday, Wednesday and Friday, 6 p.m.; Portland Steam Packet Co., for Boston, from Franklin Wharf, daily, except Sunday, 7 p.m.

SAILING FROM ST. JOHN, N.B.—Int. SS. Co., for Portland and Boston, every Monday, Wednesday, and Friday, 8 a.m.

SAILING FROM HALIFAX.—Cromwell Line, for New York July 13th, and every 10 days; Cromwell Line, for St. Johns, N.F., July 3rd, and every 10 days; Boston, Halifax & P.E.I. SS. Co., for Boston, every Saturday, 4 p.m.; New Eng. & Nova Scotia SS. Co., for Portland every Monday evening.

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ST. LOUIS STREET, QUEBEC,

WHICH IS UNRIVALLED FOR SIZE, STYLE AND LOCALITY IN QUEBEC,

Is open throughout the year for Business
and Pleasure Travel.



It is eligibly situated, near to and surrounded by the most delightful and fashionable promenades, the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Durham Terrace, which furnish the splendid views and magnificent scenery, for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

The proprietors, in returning thanks for the very liberal patronage they have hitherto enjoyed, inform the public that this Hotel has been thoroughly renovated and embellished, and can now accommodate about five hundred visitors, and assures them that nothing will be wanting on their part that will conduce to the comfort and enjoyment of their guests.

THE RUSSELL HOTEL COMPANY,

PROPRIETORS.

WILLIS RUSSELL,

PRESIDENT.

LEVE'S HOTEL COUPONS ACCEPTED AT THIS HOTEL.



OTTAWA HOTEL, MONTREAL, DOMINION OF CANADA.

We hereby beg to thank our many friends and the travelling public generally, for the very liberal patronage that has been extended to us at the Ottawa Hotel for the past five years, and also to inform them that we have added and furnished another new wing to the hotel, and effected various important improvements since last season.

The Hotel will now accommodate about four hundred guests, and covers the entire space of ground running between St. James and Notre Dame Streets, with a beautiful front on each street, and we can with confidence state that the "Ottawa" is now the largest and finest Hotel in the City of Montreal. The proprietors wish especially to call the attention of Summer Tourists to the above facts, and trust that their long experience in several of the leading Hotels in America will give confidence to tourists and the travelling public that their House will be properly conducted, and that they will receive the comforts of a home with every attention and politeness at the Ottawa. It is our intention to make this House in every particular the best in the city, to have polite and obliging clerks, attentive servants, cool, airy and well-furnished rooms, and a table liberally supplied with the delicacies of the season.

Coaches will be found at the Steamboat Landings and Railway Depot on the arrival of the several Steamboats and Trains.

Montreal Telegraph Office, for all points, in the House.

C. S. BROWNE,
J. Q. PERLEY,
Proprietors

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Another Great Reduction in Rates

Price \$2.50 & \$3.00 per day,

ACCORDING TO THE SIZE AND LOCATION OF ROOMS.

Within two minutes walk of the great Dry Goods and Boot and Shoe Centres of trade.

The only FIRST-CLASS HOTEL on the AMERICAN PLAN that has reduced its rates in Boston.

Street Cars from Northern and Eastern Depots pass the house every five minutes, thereby saving carriage hire.

A number of Sample Rooms on same floor with office for Commercial Travellers.

A first-class Passenger and Baggage Elevator is about to be added.

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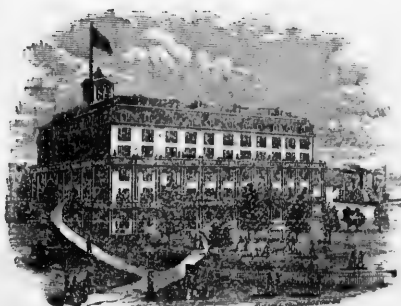
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MEMPHREMAGOG HOUSE.

NEWPORT, VT.

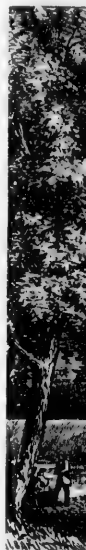
The Memphremagog House having been recently enlarged and furnished throughout with modern improvements and new furniture, will be open for families, summer tourists and the public generally on June 1st, 1877. Its capacity is for about four hundred guests. Rooms supplied with gas and steam. Bath and Billiard Rooms, Bowling Alleys, Croquet and Children's Play Grounds, Row and Sail Boats. Good Music in attendance. Good Livery connected with the House. This Hotel is located on the Lake at the junction of the S. E. C. & P. and M. V. Railroads. The reputation of this House will be maintained, and the proprietors desire to express their thanks to the public for their patronage last season, assuring them that no effort on their part will be wanting to make their stay long and satisfactory.

Any information required regarding this House can be had by inquiring of GUSTAVE LEVE, General Ticket Agent Passumpsic and S. E. Railroads, Old Post Office Building, St. James Street, Montreal.

BUCK & ROBINSON,
PROPRIETORS.

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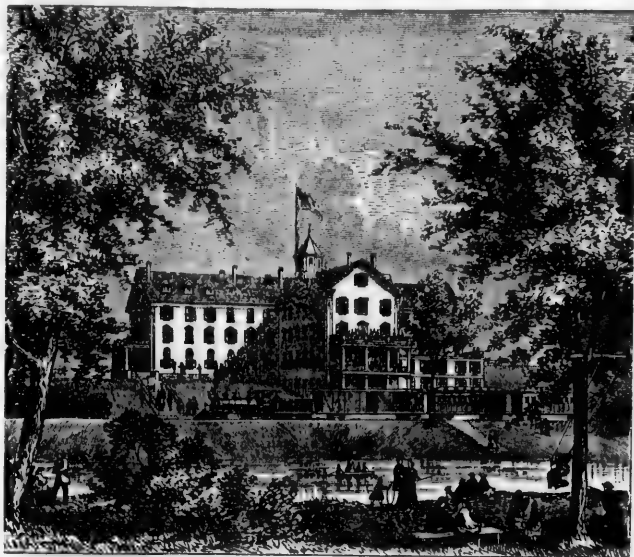
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PEMIGEWASSET HOUSE

PLYMOUTH, N. H.



This elegant, spacious and well-appointed Hotel, situated at Plymouth, N.H., upon the line of the Boston, Concord & Montreal Railroad, and at the gateway to the whole mountain region has been put in the most thorough order for the Season of 1877. With every point of interest in the mountain and lake regions easily accessible, and surrounded by romantic and beautiful scenery, it offers peculiar attractions to both tourists and summer boarders. The Hotel, which occupies a pleasant and healthful location near the Pemigewasset River, contains ONE HUNDRED AND FIFTY spacious, light and well ventilated rooms, *en suite* or single with Bath Rooms, Hot and Cold Water, and every modern comfort. Mount Prospect, which commands a magnificent view, is only four miles distant, and a good carriage road leads to the summit. The romantic Livermore Falls are in the neighborhood, and Lake Winnepesaukee, Squam Lake, Moosilauk, and many other points of interest may be visited in excursions of a single day.

An excellent Quadrille Band has been engaged for the season.

A Livery Stable is connected with the house, and good teams will be in readiness at all times.

Cars leave for St. Johnsbury, Newport, Montreal, Quebec, and the West at 12.55 and 11.15 P. M., and arrive at 5.30 P. M. and 2.40 A. M.

Cars leave morning and noon for Profile, Twin Mountain, Fabryan House, Summit of Mount Washington and Crawford House, via Littleton, Bethlehem and Lancaster, and stages via Pemigewasset Valley and Franconia Notch, for the various points of interest in the mountain region.

C. M. MORSE,
MANAGER.

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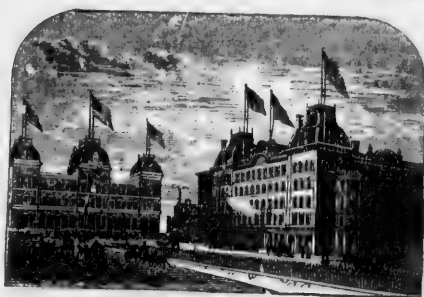
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THE PALACE HOTEL OF CANADA.

Accommodation for 800 Guests, and the only
Hotel in Canada now running with
Passenger and Baggage Elevators.

This House has recently been leased by MARK H. IRISH, formerly of the Queen's Hotel, Toronto, and the Queen's Royal Hotel, of Niagara, and for the past five years proprietor of the celebrated Park Hotel, Madison, Wisconsin.

The Rossin House Hotel Company have, since February last, expended twenty-five thousand dollars in permanent improvements, enlarging the Offices, Gentlemen's Reading Rooms, laying marble floors, and now have under contract the building of a spacious and magnificent Ordinary; while Mr. IRISH has re-fitted and re-furnished the entire House in the latest and most elegant style; added to this, new Passenger and Baggage Elevators (a convenience heretofore unknown in any hotel in Canada) secure to the Rossin all the convenience and comfort that can be found in the modern hotels of New York and Chicago.

Mr. IRISH, recognising the requirements of the times, has introduced a scale of prices which cannot fail to meet with favor among the travelling public, viz.: \$2.00, \$2.50 and \$3.00 per day, according to location, for all rooms except those with Parlors and Baths attached.

In order to supply a want long felt by parties visiting Toronto for a day's shopping, from adjoining cities and towns, Mr. IRISH has fitted up a Ladies' Reception Room, with Toilet attached, for their especial accommodation.

The well-earned reputation of Mr. IRISH during his twelve years' residence in Canada, and his recognition in the United States as one of the first and best hotel men there, is a sufficient guarantee that the ROSSIN HOUSE will rank in all particulars with the best and most complete hotel establishment in America.

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CRAWFORD HOUSE, N. H.

This very desirable Summer Resort is located eighty rods from the famous White Mountain Notch, three miles from the Willey House, one mile from Silver Cascade, and three-fourths of a mile from the Flume Cascade.

Beecher's Cascade, Gibbs' and Ammonoosuc Falls are also easy of access. Pulpit Rock, the Old Maid and Baby, Elephant's Head, and other natural curiosities are near.

The summit of Mount Willard (one and a half miles) is reached by carriage road, and affords one of the grandest views in the whole mountain region.

The house is furnished throughout with elegant and costly furniture, and is **FIRST-CLASS** in all respects.

Post and Telegraph Office at the house.

Trains from this house connect with all trains to and from the Mountain Houses, Mt. Washington R. W., B. C. & M. R. R., and P. & O. R. R.

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TWIN MOUNTAIN HOUSE, WHITE MOUNTAINS, N. H.

A new and first-class Hotel in all of its appointments, centrally located on the bank of the Ammonoosuc River. Parties can visit all the leading attractions in this section of the mountains and return the same day.

The malady called "Hay Fever" or "Autumnal Catarrh" is unknown here, and those afflicted obtain entire relief.

Billiards, Bowling, Croquet, and a good Band are provided. Post and Telegraph Office in the house.

Trains run between this house, Mount Washington R. W., and the other mountain houses. The B. C. & M. R. R. have a station near the house.

Board by the week at reasonable rates.

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With their varied phases of Tropical life.

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Giving all particulars, including Table of Temperature, &c., will be furnished to all applicants enclosing postage stamp and address by mail.

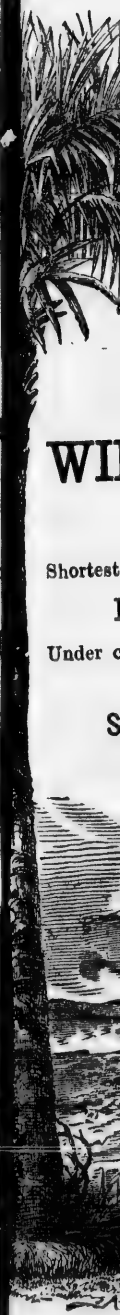
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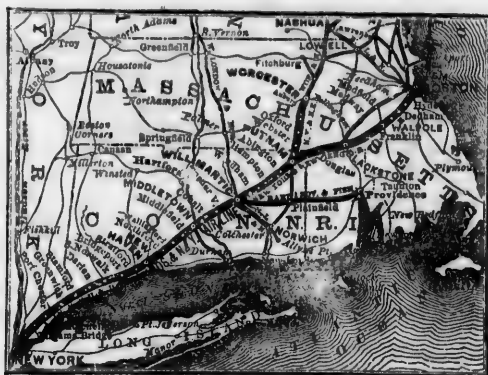
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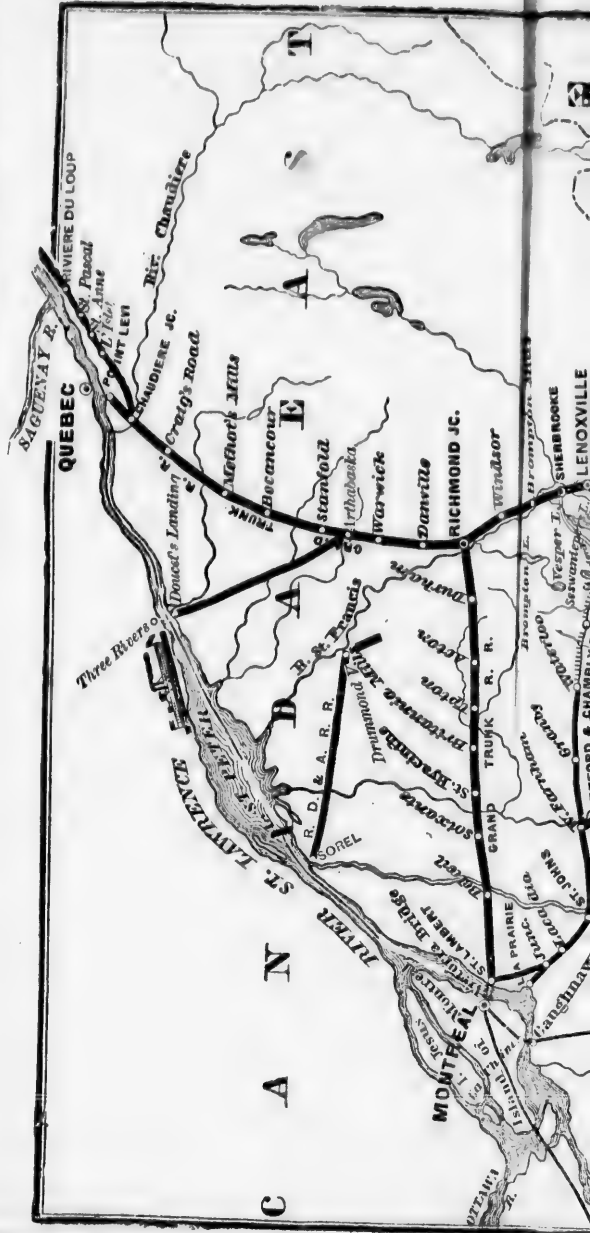
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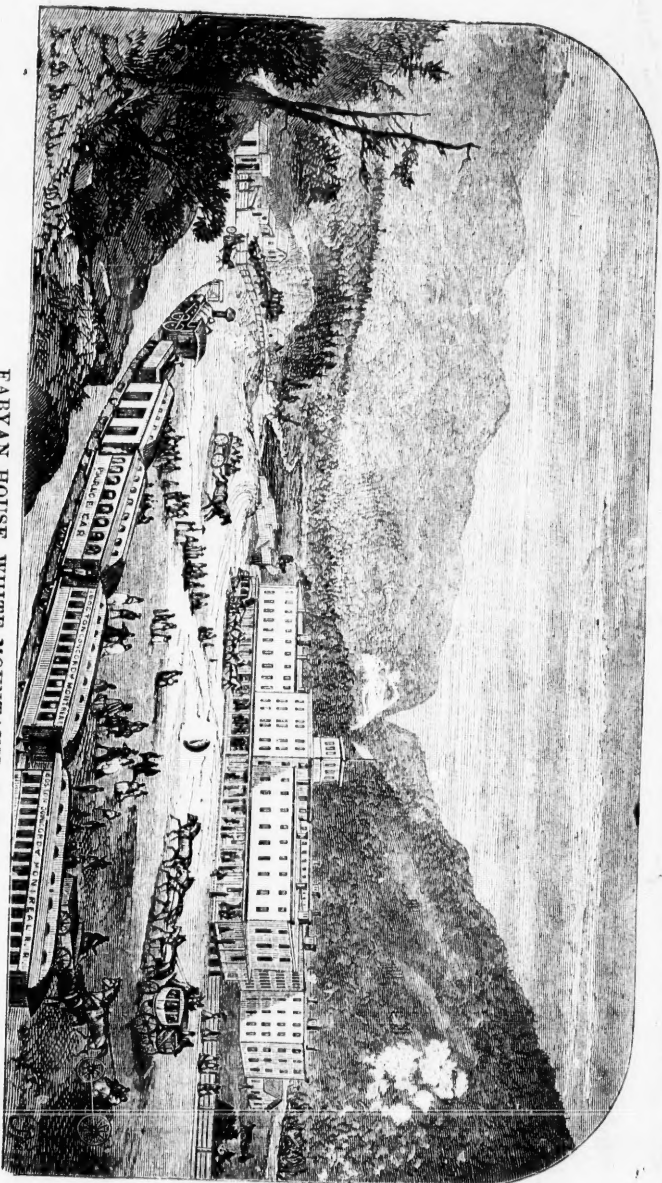
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